

**SUMMARY OF POTENTIAL IMPACTS ON
BIOLOGICAL RESOURCES AND WETLANDS**

APPENDIX 3.15-D

SUMMARY OF POTENTIAL IMPACTS ON BIOLOGICAL RESOURCES AND WETLANDS

Table 3.15-D-1
Summary of Potential Impacts on Biological Resources and Wetlands

Alternative/ Segment	Sensitive Vegetation Communities Impacted (Acres/Type)	Wildlife Movement Corridor (Yes/No)	Non-Wetland Jurisdictional Waters (Linear Feet)	NWI Wetlands Impacted (Acres/Type)	Marine/ Anadromous Fish Resources (Yes/No)	Number of Special- Status Species
BAY AREA TO MERCED						
NO PROJECT ALTERNATIVE						
	0	N	0	0	N	0
MODAL ALTERNATIVE						
	5/cismontane alkali marsh 14/northern coastal salt marsh 6/northern hardpan vernal pool 1176/sycamore alluvial woodland 120/valley oak woodland 2/valley sink scrub	Y	2,039,748	2222/estuarine 568/lacustrine 2,581/palustrine 1,013/riverine	Y	80 (72,246 acres)
HIGH-SPEED TRAIN ALTERNATIVE						
San Francisco to San Jose						
	0	Y	73,026	150/estuarine 29/lacustrine 9448/riverine	N	9 (8,269 acres)
Oakland to San Jose						
<i>Alignments</i>						
East Branch	0	Y	121,255	17/estuarine 151/lacustrine 296/palustrine	N	11 (6,327 acres)
West Branch (via Newark and Santa Clara)	104/northern coastal salt marsh	Y	197,031	259/estuarine 705/lacustrine 393/palustrine 5/riverine	N	19 (7,129 acres)

Alternative/ Segment	Sensitive Vegetation Communities Impacted (Acres/Type)	Wildlife Movement Corridor (Yes/No)	Non-Wetland Jurisdictional Waters (Linear Feet)	NWI Wetlands Impacted (Acres/Type)	Marine/ Anadromous Fish Resources (Yes/No)	Number of Special- Status Species
Diablo Range Direct–Northern Route						
<i>Alignments</i>						
Northern Alignment Option	455/serpentine bunchgrass	Y	249,364	59/palustrine	Y	15 (7,378 acres)
Minimize Tunnel Option	466/serpentine bunchgrass 147/sycamore alluvial woodland	Y	296,446	81/palustrine 131/riverine	Y	18 (7,762 acres)
Tunnel Under Henry Coe State Park Option	337/serpentine bunchgrass 141/sycamore alluvial woodland	Y	312,359	81/palustrine 131/riverine	Y	17 (7,793 acres)
SR-152–Southern Route						
<i>Alignments</i>						
Gilroy Bypass Option	639/cismontane alkali marsh 39/serpentine bunchgrass 26/sycamore alluvial woodland	Y	436,560	37/lacustrine 993/palustrine 64/riverine	Y	19 (10,236 acres)
145 kph Station Speed Option	639/cismontane alkali marsh 39/serpentine bunchgrass 30/sycamore alluvial woodland	Y	453,042	10/lacustrine 981/palustrine 66/riverine	Y	19 (10,344 acres)
Gilroy Station Option	639/cismontane alkali marsh 39/serpentine bunchgrass 30/sycamore alluvial woodland	Y	451,960	10/lacustrine 985/palustrine 64/riverine	Y	19 (10,331 acres)
SACRAMENTO TO BAKERSFIELD						
NO PROJECT ALTERNATIVE						
	0	N	0	0	N	0

Alternative/ Segment	Sensitive Vegetation Communities Impacted (Acres/Type)	Wildlife Movement Corridor (Yes/No)	Non-Wetland Jurisdictional Waters (Linear Feet)	NWI Wetlands Impacted (Acres/Type)	Marine/ Anadromous Fish Resources (Yes/No)	Number of Special- Status Species
MODAL ALTERNATIVE						
Sacramento to Stockton	1,528	Y	44,519	5,513	Y	9
Stockton to Modesto	7,101	Y	2,047	325	Y	6
Modesto to Merced	6,021	Y	2,007	330	Y	5
Merced to Fresno	16,786	Y	6,881	2,181	Y	18
Fresno to Tulare	3,574	Y	2,263	637	N	5
Tulare to Bakersfield	17,525	Y	1,610	1,172	N	7
HIGH-SPEED TRAIN ALTERNATIVE						
Sacramento to Stockton						
<i>Alignments</i>						
A1	1,420	Potential	13,779	1,175	Y	15
A2	232	Potential	8,131	874	Y	7
A3	1,420	Potential	14,209	1,185	Y	15
A4	232	Potential	8,466	869	Y	7
A5	1,291	Potential	12,799	1,018	Y	15
A6	102	Potential	7,055	701	Y	7
A7	1,292	Potential	13,232	1,028	Y	15
A8	102	Potential	74,88	711	Y	7
<i>Stations</i>						
Sacramento Downtown Depot	0	N	0	0.04	Y	1
Power Inn Road (BNSF Option)	0	N	0	0	N	1
Power Inn Road (UPRR Option)	0	N	0	0	N	2
Stockton ACE Downtown	0	N	0	0	N	0
<i>Maintenance Facility</i>						
Sacramento BNSF Alt	0	N	0	3	N	2
Sacramento UPRR Alt	0	N	0	0	N	1

Alternative/ Segment	Sensitive Vegetation Communities Impacted (Acres/Type)	Wildlife Movement Corridor (Yes/No)	Non-Wetland Jurisdictional Waters (Linear Feet)	NWI Wetlands Impacted (Acres/Type)	Marine/ Anadromous Fish Resources (Yes/No)	Number of Special- Status Species
Stockton to Modesto						
<i>Alignments</i>						
B1	0	Potential	1,118	77	Y	2
B2	0	Potential	1,722	44	Y	3
<i>Stations</i>						
Modesto Downtown	0	N	0	0	N	6
Modesto Briggsmore	0	N	0	0	N	0
Modesto to Merced						
<i>Alignments</i>						
C1	0	Potential	2,883	107	Y	2
C2	0	Potential	3,159	126	Y	2
C3	0	Potential	1,010	54	Y	2
C4	0	Potential	1,010	69	Y	3
C5	29	Potential	2,142	113	Y	3
C6	29	Potential	2,414	141	Y	4
C7	29	Potential	1,059	107	Y	2
C8	29	Potential	1,059	131	Y	3
C9	0	Potential	607	40	Y	1
C10	0	Potential	335	36	Y	2
C11	29	Potential	1,004	99	Y	2
C12	29	Potential	7,436	742	Y	3
C13	86	Potential	1,004	100	Y	2
C14	86	Potential	2,142	114	Y	3
C15	86	Potential	731	96	Y	3
C16	86	Potential	1,059	107	Y	2
<i>Stations</i>						
Merced Downtown	0	N	0	0	N	1
Merced Municipal Airport	0	N	0	0.3	N	0
Castle Air Force Base	0	N	0	0.5	N	0
Merced to Fresno						
<i>Alignments</i>						
D1	1,770	Potential	15,806	1,429	Y	9
D2	1,770	Potential	16,649	1,470	Y	10

Alternative/ Segment	Sensitive Vegetation Communities Impacted (Acres/Type)	Wildlife Movement Corridor (Yes/No)	Non-Wetland Jurisdictional Waters (Linear Feet)	NWI Wetlands Impacted (Acres/Type)	Marine/ Anadromous Fish Resources (Yes/No)	Number of Special- Status Species
D3	1,770	Potential	15,806	1,419	Y	9
D4	1,770	Potential	16,922	1,460	Y	11
D5	408	Potential	4,628	237	Y	3
D6	408	Potential	5,297	267	Y	3
D7	408	Potential	4,628	247	Y	4
D8	408	Potential	5,025	276	Y	5
<i>Stations</i>						
Fresno Downtown	0	N	0	0	N	1
Fresno to Tulare						
<i>Alignments</i>						
E1	407	Potential	7,314	390	N	0
E2	0	Potential	1,059	94	N	2
<i>Stations</i>						
Visalia Airport	0	N	0	0	N	0
Hanford	0	N	0	0	N	1
Tulare to Bakersfield						
<i>Alignments</i>						
F1	310	Potential	2,253	156	N	7
F2	310	Potential	2,253	156	N	7
F3	310	Potential	2,427	159	N	7
F4	310	Potential	2,427	159	N	7
F5	846	Potential	28,441	1,974	N	7
F6	846	Potential	28,441	1,974	N	7
F7	310	Potential	2,253	156	N	7
F8	310	Potential	2,253	156	N	7
F9	310	Potential	2,427	159	N	7
F10	310	Potential	2,427	159	N	7
F11	846	Potential	28,441	1,974	N	7
F12	846	Potential	28,441	1,974	N	7
F13	310	Potential	2,253	156	N	6
F14	310	Potential	2,427	159	N	6
F15	507	Potential	5,560	251	N	2
F16	507	Potential	5,560	251	N	1
F17	507	Potential	5,733	254	N	2
F18	507	Potential	5,733	254	N	1
F19	1,099	Potential	3,241	191	N	7

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F20	1,099	Potential	3,241	191	N	7
F21	1,099	Potential	3,414	193	N	7
F22	1,099	Potential	3,414	193	N	7
F23	1,039	Potential	29,645	2,005	N	2
F24	1,039	Potential	29,645	2,005	N	2
<i>Stations</i>						
Bakersfield Airport	25	N	0	0	N	1
Golden State	0	N	0	0	N	0
Truxtun (Union Avenue) – UPRR Alt	0	N	0	0	N	0
Truxtun (Amtrak)– BNSF Alt	0	N	0	0	N	0
<i>Main Maintenance Facility</i>						
BNSF Alt	0	N	0	13	N	1
UPRR Alt	0	N	0	5	N	1
BAKERSFIELD TO LOS ANGELES						
NO PROJECT ALTERNATIVE						
	0	N	0	0	N	0

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MODAL ALTERNATIVE						
<i>Highways</i>						
I-5: SR-99 to SR-14 (widen 2 lanes)	104/California walnut woodland 87/Riversidean alluvial fan sage scrub 389/southern cottonwood- willow riparian forest 51/southern willow scrub 714/valley needlegrass grassland 291/Valley oak woodland 380/wildflower field	N	90,288/ intermittent 14,784/perennial	132/lacustrine 268/palustrine 22/riverine	Y	3 plant, 11 wildlife species
I-5: SR-14 to I- 405 (double-deck 4 lanes)	0	N		0	N	1 plant, 1 wildlife species
I-5: I-405 to Burbank (widen 4 lanes)	0	N	21,120/ intermittent 2,640/perennial	3/lacustrine 14/riverine	N	1 plant, 1 wildlife species
I-5: Burbank to LAUS (widen 4 lanes)	11/California walnut woodland	N	3,696/intermittent 24,288/perennial	101/perennial	N	0
SR-58/14: SR-99 to Palmdale (no widening)	0	N	0	0	N	0
SR-14: Palmdale to I-5 (widen 2 lanes)	55/Riversidean alluvial fan sage scrub 691/southern riparian scrub	N	5,280/intermittent 10,560/perennial	0.1/lacustrine 7/riverine	Y	2 plant, 3 wildlife species
<i>Airports</i>						
Burbank (9.9 additional MAP, 19 new gates, 1 new runway, 1 new access)	0	N		0	N	0

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HIGH-SPEED TRAIN ALTERNATIVE						
Bakersfield to Los Angeles						
<i>Alignments</i>						
Wheeler Ridge Corridor	44/valley saltbush scrub	N	0	3/palustrine	N	2 wildlife species
Union Avenue Corridor	0	N	0	1/palustrine	N	2 plant, 1 wildlife species
I-5: Tehachapi Corridor	158/California walnut woodland 91/Riversidean alluvial fan sage scrub 3/southern coast live oak riparian forest 253/southern cottonwood- willow riparian forest 40/southern willow scrub 32.4/valley needlegrass grassland 203/wildflower field	Y (4)	85,008/intermitte nt 11,088/perennial	95/lacustrine 132/palustrine 11/riverine	Y	3 plant, 8 wildlife species
SR-58 Corridor	18/stabilized interior dunes	Y (2)	55,440/intermitte nt	0	N	6 plant, 5 wildlife species
Antelope Valley Corridor	0	N		62/lacustrine 45/palustrine	N	3 plant, 2 wildlife species
Soledad Canyon Corridor	39/Riversidean alluvial fan sage scrub 43/southern coast live oak riparian forest 240/southern cottonwood- willow riparian forest 142/southern riparian scrub	Y (3)	8,976/intermittent 770,880/perennial	31/lacustrine 25/palustrine 6/riverine	Y (Santa Clara River)	3 plant, 4 wildlife species

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Metrolink/UPRR: Sylmar Station North	0	N	0	0	N	0
Metrolink/UPRR: Sylmar Station to Burbank Airport	0	N	2,112/intermittent	34/lacustrine	N	1 plant, 1 wildlife species
Burbank Airport to Downtown Burbank	0	N	0	0	N	0
Metrolink/UPRR: Glendale	0	N		0	N	0
Metrolink/UPRR: Over and Under I-5 and SR-110	0	N	2,112/perennial	0	N	0
Metrolink/UPRR: Over I-5 and SR-110, South Section	0	N	1,584/intermittent 11,616/perennial	0	N	0
Metrolink/UPRR: Under I-5 and SR-110, South Section	0	N	1,584/intermittent 11,616/perennial	0	N	0
I-5: Glendale	1/California walnut woodland	N	1,584/intermittent 20,592/perennial	102/riverine	N	0
I-5: Silverlake Aerial/Cut and Cover Option	0	N	528/intermittent	6/riverine	N	0
LAUS East Bank: North	0	N	3,168/perennial	0	N	0
LAUS Existing: East	0	N	3,168/perennial	0	N	0
LAUS Existing: South	0	N	1,584/perennial	0	N	0
East Connection	0	N		0	N	0
South Connection	0	N	11,616/perennial	0	N	0
<i>Stations (including approach tracks)</i>						
Palmdale Station Siding	0	N	0	0	N	4 wildlife species
Metrolink/UPRR: Sylmar Station Siding	0	N	2,640	0	N	1 plant, 1 wildlife species
Burbank Airport Station Siding	0	N	0	6/lacustrine 0.03/palustrine	N	0

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Metrolink/UPRR: Burbank Downtown Station Siding	0	N	2,112 1,056	11/perennial	N	1 plant species
I-5: Burbank Downtown Siding	0	N	0	0	N	1 plant species
Burbank Downtown Station Siding	0	N	7,920	0	N	1 plant species
LAUS Existing Siding	0	N	0	0	N	0
LAUS South Siding	0	N	2,112	0	N	0
LAUS East Bank Siding	0	N	3,696	0	N	0
Maintenance Yard	0	N	5,808	0	N	0
LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE						
NO PROJECT ALTERNATIVE						
Highways and Rail	0	N	0	0	N	0
Airports	0	N	0	0	N	0
MODAL ALTERNATIVE						
<i>Highways</i>						
I-10	75/coastal sage scrub 70/California walnut woodland	Y	94,878	2.5/palustrine	N	11
I-215	34/annual grasslands 336/coastal sage scrub 50/southern cottonwood- willow riparian forest 65/southern sycamore-alder riparian woodland	Y	100,533	0	N	11

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I-15	673/coastal sage scrub 4,881/chamise chaparral 337/mixed chaparral 950/orchards and vineyards 198/southern cottonwood-willow riparian forest 99/southern riparian forest 95/mulefat scrub	Y	166,574	10/riverine 261/palustrine 224/lacustrine 36/vernal pool	N	28
SR-163	6,300/mixed chaparral 23/southern cottonwood-willow riparian forest	Y	2,200	182/palustrine 3/vernal pool	N	7
I-8	94/southern cottonwood-willow riparian forest	Y	14,000	48/palustrine 2.18/estuarine	N	6
I-5 (B/W I-8 and Downtown San Diego)	0	Y	0	43/estuarine	N	4
Airports						
Ontario International Airport	0	N	23,346	1.76/palustrine	N	Y
San Diego International Airport	0	Y	0	45.7/estuarine	Y	Y

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HIGH-SPEED TRAIN ALTERNATIVE						
Union Station to March Air Reserve Base						
<i>Alignments</i>						
Union Pacific (UP)/ Colton Line (Subsegments 1A1, 1A2, 1A3, 1A4)	115/annual grasslands 132/southern cottonwood riparian forest 47/southern sycamore-alder riparian forest	Y	164,149	3.34/palustrine	N	16
UP/Colton Line via San Bernardino (Subsegments 1A1, 1A2, 1C1, 1A4)	115/annual grasslands 132/southern cottonwood- willow riparian forest 47/southern sycamore-alder riparian forest	Y	130,391	1.58/palustrine	N	13
UP/Riverside Line - UP/Colton Line (Subsegments 1B1, 1A2, 1A3, 1A4)	195/annual grasslands 132/southern cottonwood riparian forest 47/southern sycamore-alder riparian forest	Y	183,775	3.34/palustrine	N	15
UP/Riverside - UP/Colton Line via San Bernardino (Subsegments 1B1, 1A2, 1C1, 1A4)	195/annual grasslands 132/southern cottonwood- willow riparian forest 47/southern sycamore-alder riparian forest	Y	150,017	1.58/palustrine	N	12
<i>Stations</i>						
El Monte	0	N	0	0	N	Y
Pomona	0	N	0	0	N	N
Ontario	0	N	0	0	N	N
Colton	0	N	1,400	0	N	Y
UC Riverside	0	N	1,500	0	N	Y
South El Monte	0	N	1,500	0	N	N

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City of Industry	0	N	0	0	N	N
San Bernardino	0	N	0	0	N	N
March Air Reserve Base to Mira Mesa						
<i>Alignments</i>						
San Jacinto to I-15 Alignment via Escondido (Subsegments 2A1, 2A2, 2A3)	34/annual grasslands 4,041/chamise chaparral 346/coastal sage scrub 98/mixed chaparral 3,165/orchards and vineyards 116/southern cottonwood-willow riparian forest 99/southern riparian forest	Y	106,659	177/palustrine 10/riverine 218/lacustrine	N	37
San Jacinto to I-15 Alignment via Escondido Transit Center (Subsegments 2A1, 2B1, 2A3)	34/annual grasslands 4,041/chamise chaparral 346/coastal sage scrub 98/mixed chaparral 2,215/orchards and vineyards 116/southern cottonwood-willow riparian forest 99/southern riparian forest	Y	94,075	177/palustrine 10/riverine 218/lacustrine	N	30
<i>Stations</i>						
March Air Reserve Base	90/coastal sage scrub	N	0	0	N	Y
Temecula	0	N	3,319	0	N	N
Escondido	0	N	0	0	N	Y
Escondido Transit Center	0	N	0	0	N	N

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Mira Mesa to San Diego						
<i>Alignments</i>						
I-15 to Coast via Miramar Road (Subsegments 3C1, 3B2)	413/mixed chaparral 41/southern cottonwood- willow riparian forest 305/southern riparian scrub	Y	49,233	111/palustrine 10/vernal pool 182/ estuarine	N	22
I-15 to Coast via Carroll Canyon (Subsegments 3B1, 3B2)	41/southern cottonwood- willow riparian forest 31/southern riparian forest 294/southern riparian scrub	Y	63,403	96/palustrine 74/vernal pool 182/estuarine	N	24
I-15 to Qualcomm Stadium (Subsegment 3A1)	2,000/mixed chaparral 28/southern cottonwood- willow riparian forest	Y	52,113	263/palustrine 74/vernal pool	N	11
<i>Stations</i>						
Mira Mesa	0	N	0	14/palustrine 36/vernal pool	N	N
Qualcomm Stadium	0	N	1,430	0	N	Y
University Transit Center	20/southern riparian scrub	Y	1,600	0	N	N
San Diego International Airport	0	N	0	0	N	Y
San Diego at Santa Fe Depot	0	N	0	18/estuarine	Y	Y
LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY (LOSSAN)						
NO PROJECT ALTERNATIVE						
	0	N	0	0	N	0
MODAL ALTERNATIVE						
Union Stn to Irvine	0	N	13,980	2	N	1

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Irvine to Oceanside	5,841	Y	74,235	5,052	Y	38
Oceanside to San Diego	225	Y	31,310	170	N	64
HIGH-SPEED TRAIN ALTERNATIVE						
High-Speed Rail						
LAX to Union Stn	0	N	2,960	0	N	8
<i>Stations</i>						
LAX	0	N	0	0	N	3
Union Stn to Irvine						
<i>Alignments</i>						
Union Stn to Anaheim Stn via UPRR	0	N	6,920	1	N	9
<i>Stations</i>						
Norwalk	0	N	0	0	N	0
Anaheim	0	N	600	0	N	1
Union Stn to Irvine Stn via LOSSAN	0	N	20,800	2	N	6
<i>Stations</i>						
Norwalk	0	N	0	0	N	1
Fullerton	0	N	0	0	N	1
Anaheim	0	N	600	0	N	2
Santa Ana	0	N	0	0	N	3
Irvine	0	N	1,140	0	N	N
Conventional Rail (LOSSAN Corridor)						
Union Station to Irvine Station						
<i>Alignments</i>						
Higher Level Infrastructure Improvements	0	N	20,780	2	N	8
Lower Level Infrastructure Improvements	0	N	20,780	2	N	8
<i>Stations</i>						
Fullerton	0	N	0	0	N	1
Anaheim	0	N	600	0	N	2
Santa Ana	0	N	0	0	N	3

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Irvine	0	N	1,140	0	N	N
Irvine to Oceanside						
<i>Alignments</i>						
Higher Level Infrastructure Improvements	10	Y	6,105	41	Y	32
Lower Level Infrastructure Improvements	0	Y	17,325	10	Y	32
<i>Stations</i>						
San Juan Capistrano	0	N	450	0	N	1
San Clemente	0	Y	0	0	N	N
Oceanside to San Diego						
<i>Alignments</i>						
Higher Level Infrastructure Improvements	184	Y	53,962	874	N	112
Lower Level Infrastructure Improvements	0	Y	48,465	899	N	115
<i>Stations</i>						
Oceanside	0	Y	550	4	N	6
Solana Beach	0	N	600	2	N	5
UTC (only applies to Higher Level Improvements)	2	Y	300	8	N	4
Santa Fe Depot	0	N	2,000	0	N	4